



SECTION 4

PROJECT BENEFIT AND CAPABILITY

Question 4a Describe the anticipated benefits to the community, region or state, including anticipated benefits to the economic condition of the County, and identify who will benefit from the project and how they will benefit.

Our proposal strives to assist the County in meeting two of its largest challenges – housing options for its local workforce and transportation improvements. In the context of an exploding regional economy and limited funding, these challenges have become increasingly difficult to address in a cost-effective manner.

Our solution offers the County a non-traditional approach that could be effectively replicated to facilitate dramatic progress in these most critical areas of need. Rather than constraining the development capacity of the County, the expanding real-estate market will be leveraged to support County initiatives for new workforce housing and an improved transportation system. Below we briefly revisit the benefits to the community of south Reston and the larger region.



Our proposal provides a solution to two of the County's greatest challenges - workforce housing and transportation improvements.

Transportation and Transit Benefits

- This proposal completes the Department of Transportation's plan to realign Lawyers Road in order to remove a sharp bend that currently exists. Additionally, we offer to provide a traffic signal (if warranted) in this same location to ease congestion at the troubled intersection with Fox Mill road. These road improvements will be delivered with no capital contribution required by the County and well in advance of their probable delivery date under traditional transportation improvement procurement processes.
- Parking capacity at the South Reston Park and Ride lot will be increased by over 25% with no capital contribution from the County. Based on several recent surveys of parking utilization, the proposed parking could accommodate at least double the current peak occupancy, allowing for significant growth in usage into the future.
- Surface parking will be replaced with a safer and more comfortable structured parking facility. Commuters will now be protected from the rain and enjoy a shorter walk from their cars to the bus in a safe and well lit environment.
- The expansion of parking capacity at Reston South gives the County an additional option for off-site parking for the anticipated Wiehle Avenue Metro Station. This station is the terminus of the first phase of the new Silver Line until the second phase of construction is delivered. During this time, the station may have a greater parking need than after the line



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is extended to beyond the airport. Off-site parking alternatives can meet this temporary spike in need instead of addressing it entirely through on-site parking.



A “Smart Growth” proposal, our project adds a significant number of homes at a bus transit facility, providing residents easy access to mass transit.

- Without question, the tremendous growth in jobs in our region will bring more residents to the area. It is vital that comprehensive planning address how these additional residents can be housed without overtaxing our transportation system. One part of this answer is to bring as many of those new homes to the region in reasonable proximity to bus and train transit options. This proposal adds a significant number of homes at a bus transit facility. Residents that work locally will be able to utilize the bus system for their daily commute. Those that work elsewhere in the region will be able to bus to the West Falls Church metro station (and eventually Wiehle Avenue) as an alternative to driving their cars.

- It is reasonable to think that just as our workforce housing residents are seeking economical alternatives to housing, they are also interested in economical alternatives to commuting. By placing these new housing units at a bus transit hub, ridership on the County bus system will be enhanced. Additionally, the inclusion of bike racks and good trail access can also expand use of the transit facilities.

Housing and Community Development

- This proposal increases FCRHA’s current inventory of housing units by more than 5%. The units are one- and two-bedroom apartments, as specifically requested by DHCD. The units require no capital contribution from the County or County-supported debt.
- Quality site planning and architecture encourage a safe and comfortable environment. Additionally, the pedestrian friendly streets and trails along with the mixed-use nature of the project, will provide an active environment 18-hours a day.
- By placing the workforce housing product at a transit site, we offer a higher quality of life for the residents than more remote housing options. With quick access to bus and rail transit, residents may choose to leave their cars behind. Residents are also able to walk or bike to the Fox Mill Center and many of Reston’s community recreational amenities.



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Economic Benefits to the County

- Under our proposal, Fairfax County acquires a significant number of apartment units, parking spaces, a critical road realignment, a traffic signal and landscaping improvements at no capital cost.
- The General Contracting work for the County-owned elements of this project will be managed from the Elden Street offices of Clark Realty Builders in Herndon, less than five miles from the project site. As with all of its local projects, Clark Realty Builders will actively solicit the participation of Virginia subcontractors to perform the trade work. This will lead to positions ranging from simple labor to project management and superintendence. Clark is committed to working with the County to achieve any participation goal for locally-based firms that may be deemed appropriate.



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Question 4b Identify any anticipated public support or opposition as well as any anticipated government support or opposition, for the project.

In order to best meet the County's needs, Edgemoor has met with Board members as well as senior County Staff members. Through these meetings we have gained an understanding of both the transit and housing needs of the County, its expectations from a public-private partnership, and the political constraints of the project. We feel that this proposal respects the concerns of the County and its agencies, while delivering upon two of its most pressing initiatives – transportation and housing.

We further understand from conversations with DOT staff that there was some amount of public opposition to the construction of the existing surface parking and bus transit facilities at the site. We therefore would expect continued community interest in any redevelopment in this area. Our proposal seeks to replace the existing functional but architecturally bleak facilities with a cluster of homes and amenities that neighbors would find both an aesthetic and functional improvement to their community.



Our proposal replaces an architecturally bleak facility with a dynamic residential cluster that provided an aesthetic and functional improvement to the community.

We understand that any development may raise local neighborhood concerns regarding construction impacts, traffic congestion, overall design character, appropriateness of scale and any number of other very legitimate issues. We have done our best to anticipate and address those already in our concept and will actively seek community input to guide the planning and schematic level of design that will accompany our detailed proposal.



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Question 4c Explain the strategy and plans that will be carried out to involve and inform the general public, business community, and governmental agencies in areas affected by the product.

The Edgemoor team, because of its experience in successfully implementing other PPEA/PPTA projects, as well as traditional government procurements across Virginia, is acutely aware of the need to involve and inform the broader community about the project throughout its development. Of course, any efforts that our team would undertake would be done in cooperation with, and with the approval of, the County.

Following the County's acceptance of this unsolicited proposal and decision to move forward with a competitive procurement, we will proactively contact the homeowners associations in the surrounding neighborhoods to explain the concept proposed and solicit their comments. The Reston Association will also be made aware of the proposal and given a welcomed opportunity for feedback. We will share the relevant elements of our proposal with the local press in a manner that respects a competitive procurement process and protects information that is confidential and proprietary to the County and Edgemoor.

As part of the procurement process we will participate in Public Hearings as directed. Our team is prepared to develop any necessary materials to best convey the intent of the development, the nature of the partnership with the county, projected schedules, interim and permanent impacts, and other vital issues.

Subsequent to an award and Comprehensive Agreement, we will continue a program of outreach that may include, but not be limited to the following:

- Frequent communications with citizens groups, local businesses, and Government agencies at all levels;
- Small community meetings to elicit community participation with a special emphasis on the neighborhoods' directly impacted; and
- Regular reports to the Board of Supervisors, Department of Transportation, and Department of Housing and Community Development.

Of note, the Edgemoor team has enjoyed success using a project website to keep stakeholders informed as to the status of the project. Progress updates, press releases, and other valuable information will be available for all stakeholders to review. We would plan to coordinate all public relations information being placed on the website with the County to ensure a cohesive and coordinated message.



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Our team has implemented a website for our Route 28 Public-Private Transportation Act (PPTA) project in Northern Virginia for the Virginia Department of Transportation. Having received over 36,000 hits in less than two years, the response to the information available on the website has been very favorable. Please visit the website for more information at <http://www.28freeway.com>.





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Question 4d Explain whether and, if so, how the project is critical to attracting or maintaining competitive industries and businesses to the County and the surrounding region.

The Washington area is currently undersupplied by 463,000 homes, with that number expected to grow to 716,000 by 2030. The shortage in housing supply has driven purchase prices and rents to record levels and actually shrunk the available supply of rental properties as apartments continue to rapidly convert to condominiums. Given its highly desirable location, Fairfax County has seen some of the greatest job growth in the Region and suffers disproportionately from the supply imbalance. Led by the high cost of housing, the ACCRA Cost of Living Index for the greater Washington area now exceeds nearly all US localities and puts the area in league with such notoriously expensive cities as New York, Los Angeles and Boston. For teachers, emergency responders, nurses and other professionals that provide vital services for the County and its residents, the status of the housing market precludes them from living close to their jobs. This serves as a competitive disadvantage for Fairfax County in attracting and retaining quality service employees.

This proposal offers a site-specific solution that can be a model for Fairfax and the larger metropolitan region to eventually overcome the housing problem. Specifically, this proposal provides housing that can be marketed by the County to families and individuals earning moderate wages and seeking housing near their places of work.



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Question 4e Explain whether and, if so, how the project is compatible with the County's comprehensive plan, infrastructure development plans, capital improvements budget, or other government spending plan.

Comprehensive Plan

This proposal will require an amendment to the Comprehensive Plan, expanding the use of the site to include residential development.

Infrastructure Development Plans

This proposal provides expanded and improved parking capacity at the site. Additionally, the incorporated residential density will increase ridership on the current bus system. Upon completion of the Metro extension to Weihle Avenue, this lot may be used to provide off-site parking to serve the heavy rail system.

Capital Improvement Budget

The scope of this proposal includes realignment of Lawyers Road and beautification of the vacant County-owned lot south of the project parcel. Both of these improvements have been anticipated but are yet unfunded.